#### RAILWAY

CONSOLIDATIONS

And the Necessity for Adequate Legislation to Render the Work of the Commission Effective-Points Out the Great Railway Combinations and the Danger Threatened by Them.

WASHINGTON, Jan. 15.-The interstate commerce commission to-day made public its thirteenth annual report. The feature of the report is the strong plea made that Congress uphold the hands of the commission by amendments making the interstate commerce in more effective. The report says that the commission a year ago called attention to the fact that in vital re spects the present law has proved de-fective and inadequate, and until further legislation is provided the best efforts at regulation must be feeble and disappointing. The requests of the commission for needful amendments have been supported by petitions and morials from agricultural, manufacturing and commercial interests throughout the country, yet says the report, not a line of the statute has been changed and none of the burdensome conditions which call for relief have been removed or modified. The existing situation and the developments of the past year, it is added, render more imperative than ever before the necessity for speedy and special legislation. Nine-tenths of the people know that any railroad company can charge for its service whatever it pleases and as much as it pleases without any real power in this commission or any other tribunal or court, to limit the amount of such charge for the future, when complaint is made by an aggrived shipper, and they are substantially of one mind in desiring that this and other defects in the statute be proviptly remedied. Shippers generally also have been practically unanimous in favor of a single classification of freights, one that will be uniform for all roads and all sections of the country and reasonstable when established.

This general public dissatisfaction has been frequently expressed in reso-lutions of various national organizations and at a conference in Chicago last November attended by representatives from a number of national asso-ciations of manufacturers, merchants and others, a bill embracing the more important amendments recommended by the commission was approved as the measure which would best meet the requirements of business and commercial interests. This bill Senator Cullom has introduced, and the report significantly suggests whether continued failure to perfect the regulating statute on reasonable lines will not soon result in an irresistible demand for the most radical and drastic legislation.

Continuing it adds: It is a matter of common knowledge that yast schemes of railway control are now in process of consummation, and that the competition of rival lines is to be restrained by these combina-tions. While this movement has not yet found full expression in the actual consolidation of railroad corporations, enough has transpired to disclose a unification of financial interests which will dominate the management and harmonize the operations of lines heretofore independent and competitive This is to-day the most noticeable and important feature of the rallway situa-. If the plans already foreshadowed are brought to effective results, and others of similar scope are carried to execution, there will be a vast centrali-zation of railroad properties, with all the power involved in such far-reaching combinations, yet uncontrolled by any public authority which can be efficiently exerted. The restraints of competition upon excessive and unjust rates will in this way be avoided, and what-ever evils may result will be remediless under existing laws."

The increase in railroad business the past year has been so great, the report says, that many carrier equipment inadequate for the service required. Revenues increased greatly while railway fallures fell off. The rush of business "contributed to the improved observance of published rates and diminished the frequency of those practices which are made criminal misdemeanors by the statute.

"Coincident with these schemes of unified control, and while this exceptional movement of traffic continues, the carriers operating throughout ar extensive and important territory have recently made substantial and in many cases very large increases in their scale of charges. These advances in rates have been mainly effected by concerted and agreed changes in the classifica-tion of freight articles. It is not intended to intimate that these advanced rates are unlawful and no opinion is expressed as to their actual or relative onableness. But the fact that such extensive increases in railroad charges have been brought about by the method described must be of significant import and furnish a weighty argument in favor of measures which will be effective to secure compliance with the

primary requirements of the act." These changes were made without hearing and against protests of shippers, and whatever may be the merits of the complaints, the report urges that the law ought to be so amended as to insure a determination whether rates are just and reasonable and redress if they are found unjust.

Reference is made to the several con ferences had with high railway officials early in the year with a view to gaining from each promises to maintain their published rates and to the good effect of these conferences in checking the rate demoralisation then prevailing. It is denied that the conferences sought to secure rgreements to maintain rates, their only purpose being to secure good faith in observance of published tariffs.

Fifteen cases are pending in federal courts to enforce orders of the com mission, and criminal cases are awaiting trial in Louisians, Texas and Geor-

During the year 1899 there were 190 employes killed and 5,339 injured upon 89 roads, against 209 Killed and 5,484 injured in 1898, a result attributed to the general equipment of the roads

with safety appliances.

A review is made of judicial decisions on interstate commerce affairs during the year. Concerning the refusal of the circuit court for Northern Illinois to declare unreasonable the terminal charge of \$2 per car made on live stock brought into Chicago, the report says: "The court seems to have over-looked what it believed to be the dominant consideration in the case, namely, that if the through rate to Chicago was a reasonable rate before January 1, 1894, it became an unreasonable rate when the \$2 terminal charge was added on that rate. To make a reasonable through rate represent less service than formerly and add on another charge for the part of the service formerly covered by the through rate plainly may make the total charge unreasonand that, the commission says, was this case.

#### FEEL THE CHANGE.

Hundreds Voluntarily Endorse Springfield, Ohio, Product.

A Statement by a Well Known Citizen Wno Has Found Great Relief by Using It.

The time has come when people in Whreling feel the change. Many people in this city have given voluntary endorsement of the great change they have felt after using Morrow's Kid-ne-lids; the people realise the good obtained by their use, and give heariy expression of the same.

Kid-ne-olds will cure a lame back, kidney backache, urinary and kidney disorders, sleeplessness, restlessness and nervousness, We always like to give references as to the merits of Morrow's Kid-ne-olds, and this time refer you to Mr. William Stein, who lives at No. 435 Market street. He says: "I was troubled for some time with a severe and very sharp pain across the small of my back, just over the kidneys. I became nervous and sleepless; my sleep was so broken that I would not get the rest that I should, and would get up feeling more tired in the morning than when I went to bed. I was advised by my friends to try Morrow's Kid-ne-olds, and after securing some at a drug store, and taking them according to directione I was greatly relieved. The druggists guarantee them to cure, or will refund the morrow's Kid-ne-olds are a great nerve tonic, which acts on the nerves

### FINANCE AND TRADE.

The Features of the Money and Stock Markets.

NEW YORK, Jan. 15.-Money on call steady at 34@4 per cent. Prime mercantile paper 566 per cent. Sterling exchange firmer, with actual business in bankers' bills at \$4 85½ for demand and at \$4 85½ \$67 sixty days: posted rates \$4 84@4 84% and \$4 87%@ 4 88. Commercial bills \$4 82%. Silver certificates 55%@55%c. Bar silver 59%c. Mexican dollars 47%c.

Government bonds strong.

State bonds inactive.

Railroad bonds irregulac. Except where a stock was under the influence of particular cause, the market to-day was almost at a standstill. No outside interest was manifested, and operations were entirely in the hands of professional board room traders. Indi-vidual cause, which affected such spe-cial stocks, were for the most part depressing ones and the sympathetic ef-fect on the general market was toward lower prices. The most conspicuous movement of the day was in Metropolitan Street Railway, which was affected by the published discussion of the con-dition of a prominent trust company. This publication served to explain last week's depression in Metropolitan and a group of industrials and served also to sit and the Tobacco stocks were all affected. Metropolitan fell an extreme 6%. An announcement of the bidders for the New York Rapid Transit tunnel contract railled the stock slightly above test night's level, on the belief that Metropolitan interests were concerned in the bidding. An example of the kind of motives that influenced the trading was that assigned for the buying Sugar. One of the large selling orders came from a brokerage house, which handles money loans for the American Sugar Refining Company. The traders argued that opening selling by insiders indicated a desire to induce selling by others, upon which sapient conclusion they bought Sugar. London seemed to take a cheerful view of the military developments in South Africa, but with very little effect in this market. Reports of a strike depressed American Steel & Wire and some other metal stocks by sympathy. The money market continued to work easier under the influence of continued gains from the interior and from the sub-treasury. Time money was readily obtained at 5 per cent on railroad stocks. Call loans were in small demand at 34644 per cent. The increasing supply of loanable funds seem to offer no incitement to speculation. Last week's sales of stocks were 2,684,071 shares. ponding week of last year there were sold 5,830,075 shares. Last week's sales of railroad bonds were of a par value of \$8,563,000. In the corresponding week of last year they were of a par value of \$32,343,000. But, as it is aptly observed, easy money does not necessarily mean easy borrowing. Money lenders and capitalists as well as speculators, suffered from the collapse in values in the December smash and there are many securities upon which no loans can be negotiated. The prevalent duliness of

wisdom which even the burnt child is proverbially said to attain by experi-

speculation may be attributed to that

transactions in bonds and the market was mainly firm, but there were suffi-cient declines to give it an irregular appearance. Total sales par value, \$1,615,-

United States is and old is registered

pon 16 per cent in the bid price. U. S. Bonds. 

S. B. Couper S. B. Couper S. B. Dew & Coul. 1284

S. Dew & Coul. 1284

S. Dew & Coul. 1284

Chison S. S. Mobile & Chico. 2074

In Southern & M. Mobile & Chico. 2074

In Southern & M. J. Central. 1115

Less & Chic. 25 M. N. Central. 1115

Less & Chic. 25 M. N. Central. 1115

Less & Chic. 25 M. Y. Central. 1115

Less & Chic. 25 M. Norfolk & W. 25 M.

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Less & Chic. 25 M. M.

Less & Chic. 25 M.

Les

Miscellaneous.

n - s e e e e e e e e e e e e e e e e e e	sreatly relieved. The diagrats of them to cure, or will refund the money."  Morrow's Kid-ne-olds are a great nerve tonic, which acts on the nerves by restoring them to their normal-condition without artificial means. We warrant the remedy to do all that we claim if used as we direct.  To confirm the statement of Mr. Stein we want you to ask him about Morrow's Kid-ne-olds. He is a grateful man, and will be glad to tell you personally how much he was benefited by their use. Do not confound Morrow's Kid-ne-olds with any kind of kidney pills; they are not pills, but Yellow Tablets, which is the most scientific way of preparing medicine, and the purchasers of them should be careful to see that no other romedy is substituted. They are put up in wooden boxes, which sell for 50 cents at all drug stores. Descriptive booklet malled upon request by John Morrow & Co., Springfield, Ohlo.	Tube preferred	
	FINANCE AND TRADE.	Wheel & L. E. new sec. pre. 27 Wheel & L. E. new sec. pre. 27 Chicago & G. W. common 12%	1

New York Mining Stocks. Cholor 22 Ontario
Crown Point Stophir
Crown Point Sophir
Col, Cal. & Va 12 Plymouth
Deadwood 15 Quicksilver
Gould & Curry Storm Nevada
Hamestake Storm Nevada
Hamestake Storm Storm Nevada
Hon Silver Stolmion Consoll
Mexican 25 Yellow Jacket

## Breadstuffs and Provisions.

CHICAGO—A formidable array of bearish statistics and news and the lack of demand gave wheat another shove on its downward course to-day, May closing le under Saturday. Corn closed 48-% can doats %c lower. Provisions closed 2½-gioch higher.

Liquidation ruied in the wheat pit throughout the session, which brought nothing but gloom from such buil operators who may have survived the recent reverses. There was a little demand against puts, but its steadying influence very close to the bottom was only momentary. Throughout there was selling of long wheat and of lesser lines—not large in volume, but too heavy for the invalid market. Trading was dull and the tone heavy as lead. Early news showed a decline at Liverpool, an increase in world's shipments and in the amount on ocean passage. May wheat, thus influenced, opened %c cunder Saturday at 65% clater news being as bearfsh in tone as that received earlier. Receipts were large and clearances small, while a Liverpool cable announced that Argentine wheat was for sale in the English markets at prices under American offerings, Primary receipts were 795,000, against 917,000 last year. Minneapolis and Duluth reported 757 cars, compared with 806 last week and 785 a year ago. Local receipts were 80 year, Moneapolis and Duluth reported 757 cars, compared with 806 last week and 786 a year ago. Local receipts were 80 year, one cars, one of which was of contract grade. Clearances were 138,000 bushels. New York reported thirty-five loads taken for export. Taking into consideration the slump in wheat, the corn market exhibited considerable independence. Sympathy with the major market combined with receipts here, seventy-two cars over the estimate, resulted in a fractional loss. The execution of a bearish government report, exerted some downward pressure, but the worst which can be said of the market is that it was easy. Light country offerings, as usual, were the chief support. Local bulls were the beat sellers. Some purchases were made by the provision people. The local stock in

The provisions market, after exhibiting some tendency to weaken, turned strong and closed firm at an advance. Initial figures showed small gains from Saturday, the result of hor receipts under the demand and better prices at the yards. The outside selling influenced by the weakness of wheat and some profit taking by local longs, resulted in a decline of 567Mc. The demand was good, some of it from exporting people and holders were chary about selling at the reduced figures, in consequence of which the market held steady. Late in the session an influential concern purchased is,500 therees of lard. On the strength of this the whole list went up. May pork sold from \$10.07.4611 17%, and closed 7%210c over Saturday at \$11.11.5915 00; May lard from \$6.0506 15, with the close 7% on \$3.0506 15, with the \$3.0506 15 The provisions market, after exhibit

Flour easy. Wheat-No. 3 spring 62@63c; No. 2 red

roverbially said to attain by experince.

Corn—No. 2, 314c; No. 2 yellow 314c.
Cotts—No. 2, 21c; No. 2 white 25449
254c; No. 3 white 256254c.

Rye-No. 2, 54c. Barley-No. 3, 38@43c. Flaxaced-No. 1, \$1.50; northwestern

1.00.
Timothyseed—Prime 22 50@2 55.
Mess Pork—Per barrel 29 55@10 90.
Lard—Per 109 lbs., 25 224@6 05.
Short Ribs—Sides (loose) 25 674@

5 92%. Dry salted shoulders (boxed) 549

5%c. Short clear sides (boxed) \$5 \$5@6 90. Whiskey — Distillers' finished goods, per gallon, \$1 25%. Clover—Contract grade \$8 90@8 25. Butter—Wesk; creameries 19@2c; dairies 18@2c. airies 18923c. Cheese—Firm at 12612%c.

Eggs—Steady; fresh 17c. The leading futures ranged as follows:							
Articles.	Open.	High.	Low.	Close.			
Wheat, No. 2. Jan. May July	67% 67% 67%		8314 66% 67%	07% 07% 07%			
Corn, No. 2. Jan. May July	30% 33% 34	20% 23% 34	30% 33% 33%	29% 23% 34			
Jan May	22% 24	25% 34	23%	23%			
Mess Pork. Jan May	\$10 T5 11 15	\$10 90 11 1755	\$10 TS 10 97%	\$10 PG 11 131/6			
Short Ribs. Jan. May	6 10	6.15	6 05	6 05 6 15			
Jan May	6 RS	5 90	5 80	5 90 5 90			
ARREST OF STATE			animan.	19 040			

May ...... 5 85 5 90 5 80 5 59 NEW YORK-Flour, receipts 18,000 barrels; exports 20,431 barrels; market weak and 5690c lower without much demand; Minnesota patent 32 7864 90; Minnesota bakers 32 8063 10; winter patents 38 0063 75; winter straights 33 3569 45; winter extras 32 5662 90.

Wheat, receipts 77,600 bushels; exports 15,960 bushels; spot steady; No. 2 red 74%c f. o. b. afloat, prompt; No. 1 hard Duluth 80c f. o. b. afloat, prompt; No. 1 hard Duluth 80c f. o. b. afloat, prompt; No. 2 red elevator 72%c; options opened weak; closed weak at 460%c net decline; March closed at 73c; May closed at 73c.

73c.

Corn, receipts 94,575 bushels; exports 18,757 bushels; apot market easy; No. 2, 41½c f. o. b. afloat, and 40½c elevator; options opened barely steady; closed easy at ½c net decline; May closed at 50%c.

Oats, receipts \$5,800 bushels; exports 5,075 bushels; spot market quiet; No. 2, 29½c; No. 3, 29c; No. 3 white 31c; No. 3 white 31c; track mixed western 29½6 20½c; track white 31½@35c; options alow.

Hay and cutmests firm. Hore outer

30%c; track white 31%635c; options slow.

Hay and cutmests firm. Hops quiet. Hides. coal and beef steady.

Lard firm; western steamed \$6.40; January \$6.37%; nominal; refined firm; continent \$8.55; S. A. \$6.75; compound \$5.87%66.00.

Pork, cheese, tallow and cottonseed oll firm. Eggs, rossin, turpentine, rice and molasses steady. Butter steady at the decline.

Coffee, opened steady at five to fitteen points higher; closed steady, with prices ten to twenty points net higher; sales, \$5.750 bags.

Sugar, raw strong and tending upward; 1,200 bags. Centrifugal at \$4.31, lighterage and wharfage; refined very firm and active.

NEW YORK—The visible supply of grain in store and afloat, on Saturday, January 12, as compiled by the New York Produce Exchange is as follows: Wheat, 56,532,000 bushels; decrease, 1,-260,000 bushels; decrease, 27,000 bushels; decrease, 61,000 bushels: lacrease, 27,000 bushels. Oats, 5,845,000 bushels: lacrease, 27,000 bushels. Gleon bushels. Barley, 2,032,000 bushels; decrease, 173,000 bushels.

BALTIMORE—Flour dull; western super \$2.25662 35; do extra \$2.4062 50.

cls. Barley, 2,032,000 bushels; decrease, 175,000 bushels.

BALITMORE—Flour dull; western super \$2,2562.35; do extra \$2,4062.90; do family \$3,2063.50; winter wheat pattents \$3,5664.00; spring wheat straight \$3,4568.60; receipts \$3,5664.00; spring wheat straight \$3,4568.60; receipts; exports \$186 barrels. Wheat very dull and easy; spot and month 70,6704c; February 7014.60; May 726734c; steamer No. 2 red 5546.6554c; receipts 1,907 bushels; southern wheat by sample \$56714c; do on grade \$7,671c. Corn dull and easy; spot and month \$7,6734c; February 714.6374c; March 378,635c; steamer mixed \$246,6354c; receipts 19.030 bushels; exports 350,000 bushels; southern white corn \$3,46835c; do yellow \$3,466.21c. No. 2 mixed \$262,44c. Hay quiet; No. 1 timothy \$15,50616.00. Butter, cheese and eags firm and unchanged. CINCINNATI—Flour quiet; fancy \$3,0063.20; family \$3,3562.67. Wheat strong; No. 2 red 714,6714c. Corn stendy; No. 2 mixed 33c. Oats quiet; No. 2 mixed 35c. Oats quiet; No. 2 mixed 25c. Rye dull; No. 2, 60c. Lard firm at \$5,60. Bacon firm at \$6,60. Whiskey active at \$1,234. Butter easy. Sugar quiet; hard refined \$4,606.50. Each 65%c; May 71%c asked. Corn. No. 2 cash 65%c; May 71%c asked. Corn.

good to prime Ohio nat 12½c.
TOLEDO—Wheat active and lower;
No. 2 cash 63½c; May 71½c asked. Corn
dull and lower; No. 2 mixed 32c. Oats.
Cloverseed steady; prime cash, old,
\$4 85; January, new, \$5 75; March \$5 75.
Oil unchanged.

Live Stock.

CHICAGO—Cattle, good to choice fat steers, strong; medium to inferior grades slow to 10@15c lower; Texans active at 10c decline; butchers' stock weak; stockers steady; good to choice 33 40@8 40; poor to medium 34 30@5 25; mixed stockers 32 00@3 75; selected feeders 34 25@4 75; good to choice cows 31 80@4 75; helfers 32 50@4 80; canners' 32 25@2 00; bulls 32 80@5 80; caives 34 50@7 50; fed Texas 34 10@4 25, Hoga active at 5c higher than Saturday's Live Stock. active at 50 higher than Saturday's closing; fair clearances; mixed and butchers at 5004 75; good to choice heavy \$4 6504 75; rough heavy \$4 500 4 60; light \$4 4504 674; bulk of sales \$4 8004 70. Sheep steady; lambs steady 10c lower; native wethers \$4 40@4 85 mbs 44 50@6 15; western wether lambs 34 50@6 15; western wethers 34 30@4 75; western tambs 35 55@6 10. Receipts—Cattle, 17,000 head; hogs, 37,600 head; sheep, 17,000 head;

EAST LIBERTY—Cattle slow; extra 25 8096 00; prime \$5 5095 75; common \$2 0092 60. Hogs active at Saturday's prices. Sheep steady; choice wethers \$4 7094 80; common \$2 0093 00; choice lambs \$6 0096 15; common to good \$4 5096 00. Veal calves \$7 50@7 60. CINCINNATI — Hogs active and strong at \$4 70@4 77%.

Metals.

Metals.

NEW YORK—Tin continues to attract the bulk of attention here and abroad, at the same time showing leading strength and activity. Sellers steadily-advanced asking rates on the small supply theory. The other departments of this market show little chafige or feature. At the close the metal exchange called pig iron warrants quiet and nominal. Lake copper unchanged at \$16.50. Tin firm for spot and unsettled for futures, with \$27.70 bid and \$25.50 asked. Lead steady, with \$47.70 bid and \$4.75 asked. Spelter quiet, with \$4.75 bid and \$4.75 asked. Spelter quiet, with \$4.45 bid and \$4.75 asked. Spelter quiet, with \$4.45 bid and \$4.75 asked. The brokers' price for lead is \$4.45, and for copper \$16.50.

Dry Goods.

Dry Goods.

NEW YORK—Some improvement in the general demand for cotton goods reported to-day, but no individual buying of large quantities. Prices of brown and srey cottons are steady with agents, but there is some selling from second hands rather under market prices.—Bleached cottons steady. Wide sheetings firm; coarse colored cottons scarce and very firm. Prints in better request at previous prices. Ginghams continue strong, print cloths inactive at previous prices. White goods scarce in both fancy and staple lines, and full prices easily maintained.

Patrolaum.

Petroleum.

OIL CITY—Credit balances \$1 66; cer-ificates \$1 661% bid for cash; ship-ments, 159,090 barrels; average, 85,619 arrels; runs, 150,368 barrels; average, 83,457 barrels.

Wool. NEW YORK-Wool quiet, PLUMBING, MYC.

WM. F. C. SCHNELLE, Plumbing, Gos and Steam Fittlers. Dealer in all goods pertaining to the trade.

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WM. HARE & SON,

Practical Plumbers,+++ Sas and Steam Fitters. No. 3 Twelfth Street.

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SUPPLY HOUSE.

COMPANY . Se Se Se

Plumbing and Gas Fitting. Steam and Hot Water Heating.

A FULL LINE OF THE CELEBRATED ENOW STEAM PUMPS.

FINANCIAL. BANK OF THE OHIO VALLEY. CAPITAL-8175,000.

WILLIAM A HETT. President MORTIMER POLLOCK. Vice President J. A. MILLER. Cashier J. H. McDONALD. Ass't. Cashier Drafts on England, Ireland, France and Germany.

DIRECTORS,
William A. Isett, Mortimer Pollock,
J. A. Miller, Robert Simpson,
E. M. Atkinson, C. M. Prissell,
Julius Pollock. 

BANK OF WHEELING. CAPITAL, \$200,090, PAID IN.

WHEELING, W. VA. DIRECTORS.

DIRECTORS.

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Chas. Schmidt, Heary Bieberson
Howard Simpson, Joseph Scybold,
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Scolland, J. A. JEFFERSON,
my'll Caghier. my11

BEST HOTELS IN THE STATE. HOSFORD'S HOTEL. Centrally Located. Rates \$2.00 Per Day. Sisteraville, W. Va. MOUND CITY HOTEL,

Under New Management. Opposite Court House, Moundsville, W. Va. EAKIN HOUSE.

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HOTEL MOREY, Middlebourne, W. Va. First-Class Livery Attached. SKINNER'S TAVERN, At Depot, Fairmont, W. Va. Sample Rooms Opposite New Court House WATSON HOTEL, Harrisville, W. Va. Good Accommodations. Livery.

RATEROADS.

THE-Cleveland, Lorain & Wheeling

RAILWAY COMPANY, Schedule in effect November 19, 1893.

NORTH	2777777	T-24 CT 100 CT	0.	
Main Line.	of melling	a, m.	p. m.	p. m.
Bellare Bridgeport Unstchaville New Philadelphia Canal Dover Justus Massilion Canai Fulton Warwick Sterling Seville Chippewa Lake Medina Lester Brooklyn Cleveland	5:30 5:45 5:56 6:24 6:40 6:65 7:27 7:33 7:41 7:55 8:54 9:10	8:27 8:34 8:00 9:28 9:42 10:04 10:10 10:18 10:20 10:38 11:34 11:40	1:00 8:00 8:18 8:55 4:11 4:86 4:86 5:05 5:14 5:86 6:22 6:40	6:16 8:84 6:41 7:00 7:33
Lorain Branch. Lester	8:15 8:85 8:54	14 10:41 10:50 11:16	6:05	10

SOUTH-BOUND.

Lorain Branch.	9	15	13	11
Lorain Elyria Grafton Lester	10:16	4:60	1:30	7:20 7:41
Main Line.	a. m.	p. m.	p. m.	a. m.
Cisveland Brooklyn Lester Medina Chippewa Lake Seville Sterling Warwick Canal Fulton Massillon Justus Canal Dover New Philadelphia. Uhrichsville Bridgeport Bellaire	6:30 6:46 7:18	8:01	1:16 2:00 2:11 2:12 2:30 2:36 2:57 3:06 3:40 4:11 4:18	7:24 8:10 8:23 8:34 8:43 8:43 8:49 8:11

Electric cars Bridgeport to Wheeling Bellaire and Martin's Ferry. Consul-agents for best routes and lowest rate to all points. M. G. CARREL, General Passenger Agent.

BALTIMORE & ONIO RAILROAD.

# Departure and arrival of trains at Wheeling. Easiern Time. Schedule in effect Nov. 19, 1899. Station, donor of trains of trains water Bircets.



Leave Arrive a. m. a. m. \*18:25 \* 8:10 \*12:25 \* 8:10 \*11:25 \* 8:30 From Wheeling to Grafton and Cumberland... Washington and Baltimore-Philadelphia and New York

Pittsburgh and Cumberland Washington and Baltimore. Philadelphis and New York Grafton and Cumberland... Fairmont and Grafton...... Washington (Pa.) and Pitts. p. m. \*11:30 \*11:30 \*11:30 \*4:20 \* 6:33 \* 7:25 \* 7:25 Zanesville and Newark.... Columbus and Chicago..... Zancsville and Columbus... Cincinnati and St. Louis... Grafton and Cumberland. Washington and Haltimore

Washington and Patinises
Zanesville and Newark....
Columbus and Chicago...
Washington (Pan Age Vork
Orafton and Cumberland...
Philadelphia and New York
Pitsburgh and Cumberland
Washington and Baltimore.
Philadelphia and New York
Zanesville and Columbus.
Cincinnai and St. Louis...
Pitts. and Washington (Pa.)
"Tally. Except Sunga,"

RAILWAY TIME CARD.

Arrival and departure of trains on un after Nov. 19, 188. Explanation of Ref grence Marks. "Daily. (Daily, excep

Depart, Raco, Main Line Sast, Arrive, 12:5 am Wash, Bai, Phil., N.Y. 2:10 am 4:25 pm 4:25 pm Grafton Accom. 4:25 pm 4:25 pm 6:25 pm 7:25 pm 7:25

235 pm Steub. & Brilliant Acc. 7.55 am 260 pm Steub. & Brilliant Acc. 1120 pm 920 pm Steub. & Brilliant Acc. 160 pm 920 pm Steub. & Brilliant Acc. 160 pm Depart. B., Z. & C. R. R. Bullaire. 1910 am Mail, Express and Pas. 215 pm 5:00 pm Express and Passenger. 250 am 3:25 pm Mixed Freight and Pas. 129 pm

RAILROADS.

ennsylvania Lines. Trains Run by Central Time AR POLEOWS I

Daily, †Daily, except Sunday, "Bunday only. Ticket Offices at Pennsylvania Station on Water street, foot of Eleventh street, Wheeling, and at the Pennsylvania Sta-tion, Bridgeport.

SOUTHWEST SYSTEM-"PAN HAN-DLE ROUTE."

From Wheeling to Wellsburg and Steubenville. 8. m. McDonald and Pittsburgh, indianapolis and St. Louis. Columbus and Cincinnati. Dayton Wellsburg and Pittsburgh... McDenald and Pittsburgh... n. m. 710:33 p. m. 7 2:33 7 2:33 7 3:33 Pittsburgh and New York Philadelphia and New York. Steubenville and Pittsburgh Columbus and Chicago...... Philadelphia and New York Baltimore and Washington Steubenville and Pittsburgh McDonald and Dennison.... † 6:35 p. m. † 8:15 Pittsburgh and New York .. Indianapolis and St. Louis Dayton and Cincinnati..... Steubenville and Columbus Pittsburgh and East ...... f 8:30 1 8:15 NORTHWEST SYSTEM-CLEVELAND & PITTSBURGH DIVISION.

From Bridgeport to ort Wayne and Chicago, anton and Toledo...... Alliance and Cleveland ...... 11:40 11:40 11:40 Steubenville and Wellsville Steubenville and Pittsburgh † 9:09 † 9:09 P. m. † 1:16 † 1:15 † 1:15 † 1:15 † 1:15 Fort Wayne and Chicago... Canton and Crestline...... Alliance and Cleveland.... Steubenville and Wellsville. Philadelphia and New York Wellsville and Pittsburgh... Toronto and Pittsburgh... Steubenville and Wellsville \* 1:10 † 1:15 † 2:54 Baltimore and Washington. New York and Washington. Steubenville and Pittsburgh

Parlor Car Wheeling to Pittsburgh and 1:55 p. m. and 6:35 p. m. train. Central time. (One hour slower than Wheeling me.)

J. G. TOMLINSON,

Passenger and Ticket Agent.

Agent for all Steamship Lines.

OHIO RIVER RAILROAD CO. Time Table in effect November 19, 1209.

ACCOMMODATION. 7:20 a. m.-Daily-For Parkersburg and intermediate points.

OHIO VALLEY EXPRESS.

10:00 a. m.—Daily except Sunday—For Moundaville, New Martinaville, Sisteraville, St. Marys, Marietta, Parkersburg, Ravenswood, Milwood, Pomeroy, Pt. Pleasant, Charleston, Gailipolis, Huntington, Renova, Ironton, Portsmouth, Hillaboro, Cincianati, and all points South and West, Runs solid to Cincinnati. Parlor Car, KENOVA EXPRESS.

RENOVA EXPIRESS.

11:45 a. m.—Daily—For Sistersville, Marietta, Parkersburg, Pomeroy, Foint Pleasant, Charleston, Gallipolia, Huntington, Kenova, and priocipal intermediate points. Parlor Car.

ACCOMMODATION. 3:45 p. m.-Dally-For Parkersburg and intermediate points.

EXPRESS. FIXPRESS.
7:00 p. m.—Daily except Sunday—For Sisterville, St. Marys, Waverly, Marietta, Parkersburg and intermediate points north of Sisterville.

Gen. Pass. Agent.

Wheeling & Elm Grove Electric Railway Cars will run as follows, city time:

WHEELING TO ELM GROVE. ELM GROV Leave Elm s. m. 5.45 6:15 6:45 7:16 7:45 8:15 8:45 9:15 10:15 10:15 10:15 10:15 11:45 D. m. 2:80 8:00 8:30 4:00 4:30 6:00 6:00 6:00 7:30 8:30 8:30 4:45 8:15 8:46 6:15 7:15 7:45 8:15 8:43 p. m. 13:15 9:00 9:18 12:45 1:45 1:45 2:15 seling to Park LEAVE WHEELING.

4:56 5:15